AIRPORT: William R. Fairchild International (CLM)
ASSOCIATED CITY: Port Angeles
ARC: B-II
Region: Olympic

AIRPORT DATA AND FACILITIES

William R. Fairchild International Airport is located in Clallam County near the Strait of Juan de Fuca, three miles northwest of Port Angeles. The Airport has 71 based aircraft, including 65 single-engine aircraft, 5 multi-engine piston-powered aircraft, and 1 helicopter. The latest available data indicate that there were a total of 63,150 annual operations at the Airport. In 1998, 24,878 passengers were enplaned at William. R. Fairchild International, classifying it as a pimary commercial service airport. Alaska Airline's regional partner, Horizon Airlines, provides service to Seattle using single-engine and de Havilland Dash 8 aircraft. The Airport is served by three cargo carriers: Empire Airlines, which provides feed for FedEx, Mountain High Aviation, and Aeroflight Executive Services.

William R. Fairchild International Airport has two runways. Runway 8-26 is 6,347 feet long, 150 feet wide, has an asphalt surface, and is equipped with a pilot controlled medium intensity runway lighting system. Runway 8 is equipped with a medium intensity approach lighting system with runway alignment indicator lights and visual approach slope indicators (VASI's). Runway 26, the threshold of which is displaced 1,354 feet, is equipped with runway end indicator lights and VASI's.

Runway 13-31 is 3,245 feet long, 50 feet wide, has an asphalt surface, and is equipped with a low intensity runway lighting system.

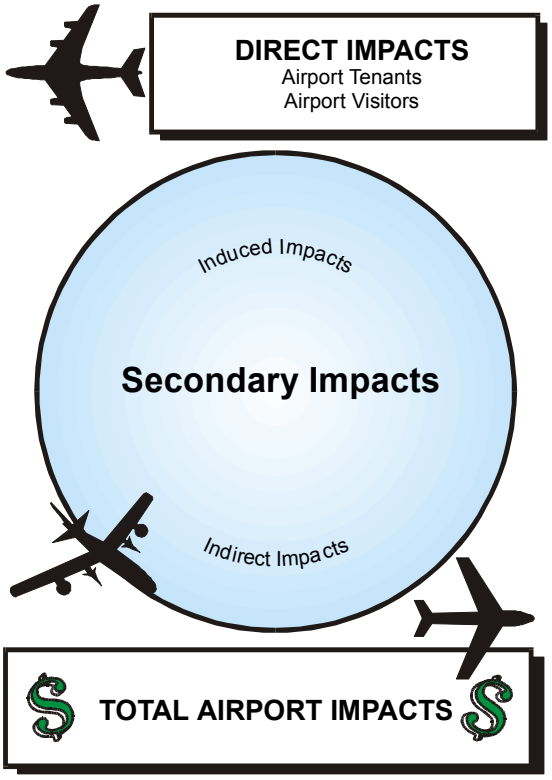
Runway 8 has a precision approach provided by an instrument landing system. The Airport also has an NDB or GPS non-precision helicopter approach. Approaches to all other runways are visual.

ECONOMIC IMPACTS

The economic impacts of Washington's airports were calculated using a methodology which has evolved over the past decade and is nationally recognized as the standard for conducting economic impact studies of airports. The methodology is consistent with analytical models used by the Federal Aviation Administration (FAA), and employs the use of direct survey information

and an input/output model (IMPLAN) as developed by the U.S. Department of Commerce to determine multipliers specific to the state of Washington for "secondary" economic impacts.

Types of Economic Impact - This study identified and examined those aviation activities at the public use airports in Washington that created economic impacts. These impacts are generated in three ways: **1)** Direct, **2)** Indirect, and **3)** Induced Effects. Combined, the three impact types yield the total economic impacts of an airport, as described below.



DIRECT ECONOMIC IMPACTS

These economic impacts occur as a consequence of providing aviation services. These impacts usually occur at the airports, and comprise the financial expenditures by firms which carry passengers (air carrier, air charter or air taxi) or cargo; firms which serve the air carrier and general aviation functions (airport tenants); governmental agencies which support aviation; ground transport firms; and others. In every instance, the impacts include only expenditures where the recipient is located within each airport's service area.

Other than the Airport staff, one aviation-related tenant, Rite Brothers Aviation, is located on the Airport. General Aviation operations at the airport accounted for approximately 13,600 visitors, while commercial service activity brings 9,951 visitors to the airport annually. The total combined direct output of on-airport tenants and general aviation and air carrier visitors was $13,892,698. These first-round expenditures were responsible for approximately 222 jobs, which generated wages of $3,479,192.

INDIRECT ECONOMIC IMPACTS (Secondary Impact)

These economic impacts occur as a result of the use of aviation service. They include the regional expenditures made by air passengers who visit the region (at hotels, restaurants, ski facilities, etc.); expenditures by the region's residents associated with their use of aviation; and expenditures by firms having economic activity which is dependent on the airport. These indirect impacts accounted for output of $2,773,498 and wages of $907,445 for approximately 35 jobs.

INDUCED ECONOMIC IMPACTS (Secondary Impacts)

The "indirect" and "direct" impacts represent increases in regional final demand. Such increases do not represent total economic impact; there is also a "multiplier" effect. This multiplier effect comprises the local value of money as it circulates through the local economy and as individuals or firms associated with airport business buy goods and services in the local economy. Induced impacts accounted for output of $3,048,105 and approximately 42 jobs providing wages of $990,308. Each airport's total economic impact is the sum of the three types of impacts.

TOTAL ECONOMIC IMPACTS

The total economic impact across the state was quantified by adding together the direct, indirect and induced impacts for each airport, and interpreting, comparing, and presenting the results.

The output of the IMPLAN model enabled the presentation of total economic impacts by airport in terms of three economic impact measures: 1) jobs (employment); 2) earnings (payroll), and; 3) economic activity (output). Each of these was determined based on individual multipliers per industry categories. In each case, total impacts include the aviation sector itself, as well as the "multiplier effect" of the aviation sector. The impacts were estimated using Year 1998 data.

All three indicators of economic impact are useful; however, the monetary measures should not be added together, as discussed below:

- **Jobs (Employment)** - The number of employees who are employed in the aviation industry, plus the aviation-oriented share of those that are employed in sectors that support the air passenger (hotels, restaurants, etc.) plus those employed in the industries included in the multiplier effect impacts. The number of jobs attributable to an industry is always greater than simply those in the industry itself, due to the "re-spending" of money. The total employment impact was approximately 300 jobs.

- **Labor Earnings (Payroll)** - The sum of the wages and salaries to all employed persons that the aviation industry pays, directly or indirectly, to deliver the output of final aviation demand. Earnings Impacts are always included in the Economic Activity totals, so they should not be summed with the Economic Activity impact. Earnings are a very conservative proxy for "value added." Earnings may be greater or less than the Direct and Use values depending on the industry type. The total earnings impact was $5,376,946.

- **Economic Activity (Sales Output)** - The value of the aviation final demand (aviation or airport service), plus the "multiplier" effect (the sum of all of the intermediate goods and services needed to produce the aviation final demand, plus the induced impacts of

increased household consumption). Total economic activity equals the sum of intermediate demands, consumption demand, government demand, investment demand, and net export demand. Economic Activity is always larger than both the Direct and Use values because it includes the multiplier effect. The total economic activity impact was $19,714,301.

	Direct Impacts	+ Indirect Impacts	+ Induced Impacts	= Total Impacts
Jobs (Employment)	Number of Jobs Supported	Number of Jobs Supported	Number of Jobs Supported	Total Number of Jobs Supported
	221.8	35.4	41.8	300.2
Labor Earnings (Payroll)	Annual Salary Supported	Annual Salary Supported	Annual Salary Supported	Total Annual Salary Supported
	$3,479,192	$907,445	$990,308	$5,376,946
Economic (Sales Output)	Contribution to Economy (Dollars)	Contribution to Economy (Dollars)	Contribution to Economy (Dollars)	Total Contribution to Economy (Dollars)
	$13,892,698	$2,773,498	$3,048,105	$19,714,301

SUMMARY

On an annual basis, William R. Fairchild International Airport's tenants and its visitors in Clallam County, Washington contributed the following total annual economic benefit:

Jobs (Employment)

Total 300.2

Labor Earnings (Payroll)

Total $5,376,946

Economic Activity (Sales Output)

Total $19,714,301